

Manfred GERRESHEIM et al.  
Filed Herewith  
PRELIMINARY AMENDMENT

**AMENDMENTS TO THE SPECIFICATION**

On page 1, please amend the title as follows:

Pneumatic Vehicle Tires AUTOMOBILE PNEUMATIC TIRES  
INCLUDING RUBBER REINFORCING PLIES WHICH TAKE ON A  
SUPPORTING FUNCTION WITH A DEFLATED TIRE

On page 1, please insert the following section heading before the first paragraph:

**FIELD OF THE INVENTION**

On page 1 (Amended Sheet), please amend the first paragraph as follows:

The invention relates to pneumatic vehicle tires ~~of the kind described in the preamble to claim 1.~~

On page 1 (Amended Sheet), please insert the following section heading before the second paragraph:

**BACKGROUND OF THE INVENTION**

On page 1 (Amended Sheet), please insert the following section heading before the third paragraph:

**SUMMARY OF THE INVENTION**

On page 3 (Amended Sheet), please insert the following paragraphs after the second full paragraph:

Accordingly, in one preferred form there is provided a pneumatic vehicle tire comprising a multi-ply carcass, which extends between two bead cores having

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associated bead apexes, a belt arrangement provided between the carcass plies and a tread strip and also rubber reinforcing plies arranged in the side wall regions, which take on a supporting function with a deflated tire, wherein a first rubber reinforcing ply is arranged radially inside a first carcass ply, a second rubber reinforcing ply is arranged between the first carcass ply and a second carcass ply, a third rubber reinforcing ply is arranged between the second carcass ply and a third carcass ply, and the three rubber plies have a different height in the radial direction and different thicknesses over the height of the side wall; and wherein the radially inner end regions of the first rubber reinforcing ply and the second rubber reinforcing ply are disposed on the axially inner side of the bead apex, and the ends of the radially innermost, first, carcass ply are led around the respective bead core and are overlappingly connected to the respective end of the outer, third, carcass ply, and the middle carcass ply terminates axially inside the bead apex adjacent to the respective bead core, the tire characterized in that the three rubber reinforcing plies extend, starting from the bead apex region with mutually displaced ends up to and beneath the edge region of the belt arrangement; and the tire further characterized in that all rubber reinforcing plies and also the bead apex consist of the same rubber mixture whose complex modulus of elasticity ( $E^*$ ) of the rubber reinforcing plies and also of the bead apex is the same as or greater than 9 MPa and the  $\tan \delta$  is the same as or smaller than 0.03, measured at 70°C, 10 Hz, 10% prestress and 1% double strain amplitude (DSA).

In one form, all three rubber reinforcing plies have a different thickness over their height and the middle rubber reinforcing ply has a lesser thickness over an at least predominate part of the side wall height in comparison to the inner and outer rubber reinforcing plies.

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In another form, the tread side ends of the rubber reinforcing plies terminate with an increasing distance from the central plane of the tire, starting from the radially innermost ply.

In another form, the radially inner end of the radially outer rubber reinforcing ply contacts the inner side of the bead apex.

In another form, the middle carcass ply is connected in a region lying above the bead core to the radially inner carcass ply.

In another form, the carcass plies consist of rayon.

In another form, the belt plies consist of Kevlar (aromatic polyamide) or steel and the belt is optionally stiffened by additional rubber between the belt plies.

On page 4, please insert the following section heading before the second paragraph:

BRIEF DESCRIPTION OF THE DRAWINGS

On page 4, please insert the following section heading before the sixth paragraph:

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS